

# Iron County Register.

E. D. AKE, : : : : : EDITOR.  
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The Guiteau trial was concluded last Thursday, and, after a consultation of twenty minutes, the jury returned a verdict of "guilty." The result gives universal satisfaction, and according to present appearances the assassin will in due time receive his just punishment. And yet in some quarters there are grave doubts as to the final result. The defendant's counsel claim that as Mr. Garfield died in New Jersey, the courts of the District of Columbia had no jurisdiction in the case, and on this and other grounds have filed a "bill of exceptions," asking for a new trial. If that be denied, an appeal to the full bench of Judges will be taken. In 1809 a man named Bladen was indicted in the District of Columbia for manslaughter. The mortal blow was inflicted at Alexandria, then within the limits of the District. The victim died in the State of Maryland. After a verdict of guilty, the prisoner was discharged. The court, of which William Cranch was then Chief Judge, held, in the language of the official report, "that as the death happened in St. Mary's county, in Maryland, although the fatal stroke was given here, the judgment must be for the prisoner, the offense not being complete within our jurisdiction." Is there anything which makes the law on this subject in the District of Columbia any different now from the law thus laid down in 1809?

At the foot of Gad's Hill, on the Iron Mountain railroad, the place where the daring train robbery of 1875 took place, another attempt to repeat that tragical drama was made shortly after two o'clock Saturday morning. At the point selected for the proposed operation the robbers found an embankment about ten feet in height at the foot of a steep grade fully a mile in length without a curve, where the track was in an unusually good condition. Here they removed a tie at the point where two tracks were spliced together with straps, which they also removed by taking out the screws holding them to their places, and placing them on a tie near by. The taps were also taken from the rails, which, by means of a crowbar or some other lever, were spread apart in such a way that the first train passing over the road was doomed to plunge headlong over the steep embankment into the morass below. The location of the train trap at the foot of the grade indicated that the robbers had made their calculations for the down train, but the north-bound Texas Express No. 2 and the south-bound Express No. 3 were both behind time. As a result the plan failed, and it was the former train which rushed headlong into the trap. When No. 2 struck the foot of the grade at a speed of fifteen or twenty miles an hour the engine, quick as a flash, rolled over the embankment, carrying with it the tender and derailing the express and mail cars. As the engine was going over, the engineer, Mr. Van Slack, leaped from it and escaped unhurt, while the fireman was thrown violently over a fence on the east side of the track, and injured slightly. The soft, marshy mud in which he fell was only thing that prevented him from sustaining fatal injuries.

Mr. E. J. Conwell, of Parsons, Kas., who had been on the train at the time of the accident, was asked, on his arrival in St. Louis, by a *Republican* reporter "How did it all happen?" "It happened very quick, I tell you," he replied. "It happened so suddenly that it knocked me out of my seat, and sent a passenger holding a baby, in the same car, over the seat in front of me in the funniest kind of a way, baby and all. I heard a jam and crash and rattle all at once. After I had been thrown from my seat I thought it was time to be getting out, as some one yelled 'train robbers.' I got out very quick, and so did every one else on the train. Some men in the smoking-car got out so quick, in fact, they struck the ground on the marshy side of the track and sunk in the mud up to their boot tops." "What happened after you reached the ground?" the reporter asked. "I saw men rushing about like madmen, who were passengers, I think, flourishing revolvers in their hands, and heard the head baggage-master shout, 'Bolt the doors, boys; we are in great danger.' The doors of the baggage-car, after this command was given, were bolted. As soon as the doors had been fixed the baggage-men cocked their revolvers and awaited the expected attack of the robbers. I may also add every male passenger I saw appeared to have his revolver cocked, as well as the porters and brakemen. We expected to have a desperate battle, but no robbers put in their appearance." When asked "How about the mail car?" Mr. Conwell said: "I saw the men in that car hustling about in a lively manner also, and holding their revolvers in their hands as they looked windows and door and threw sacks in dark corners. The mail car had been jammed up against the rear end of the

tender, and its front wheels were almost buried in the mud. The engine was lying on its side at the foot of the embankment, completely demolished, and bespattered with mud and slime. It rolled over in such a way that water from the tender rushed into the furnace and put the fire under its boiler almost instantly."

The express and mail cars were placed on the track by the wrecking train, and the conductor and engineer then walked to Piedmont and procured an engine, which pulled the delayed train to St. Louis.

## Undeveloped People. BY THOMAS CALAHAN.

Our definitions will be kept in sight. Our subject includes such as not being properly aware of what they are capable of doing, cannot either properly settle upon the best objective point in life nor determine the best methods or means of reaching that point.

By standing on the ground of non-development as the source of those evils under which both society and the country labor, we account for the arising and existence of those evils by a theory which is sufficient and open to no great objections.

It is sufficient, for it covers the whole ground in the case, and provides means of escape from the evils complained of; and it is open to no great objection, because it puts in the right place whatever blame may arise on the facts in the case.

Among us a great variety of causes has conspired to produce this undesirable state of affairs.

It will be evident that all the causes which arrest the development of a people, must affect the people themselves as individuals, rather than society as a mass.

They must enter into the Chemistry rather than the Natural Philosophy—into the Physiology rather than the Anatomy of society.

Passing by all the dogmas of the Schoolmen, facts and not abstractions must be accounted for and accepted. Passing by both the sectarian and partisan theories, which of necessity are not only sectional, but practical in their character, we must stand upon great facts which, when merely leveled out, will cover the whole ground.

Owing to the operation of some law not yet fully explained, emigration follows the sun. This law brought into this country the population of the States lying and situated directly east of us.

The peculiar labor system of the Southern States had to be supported by laws making it indictable to instruct a slave, and the ruling class dared not allow instruction among the humbler class of whites, for fear the blacks might eavesdrop at least a little of the knowledge.

The ruling class either employed teachers for their own families or banded and established neighborhood academies, or sent their children from home to be educated.

By this arrangement the blacks and the humbler class of whites were placed on a level in respect to education—in a condition that was their misfortune rather than their fault.

And who can wonder if, when they had remained in that condition two or three generations with all hope of advancement barred against them, all stimulus to improvement should dry up and all motive to honorable exertion grew rusty and weak.

And yet this class of people, carrying with them the influences which had almost destroyed them, formed the basis of our social organization.

To this must be added another fact. Border-State politics, on both sides of the line, has always been a problem by itself. Located upon and covering the ragged edge of the conflict between the two systems of labor, it involved all the annoyances of both with but few of the advantages of either.

Causes of irritation on both sides were continually arising, and the result was a state of chronic aggravation utterly inconsistent with healthy growth.

Whilst other slave States had this annoyance only on one side, Missouri had it on three, and had no base of moral support except Arkansas, whose moral reputation was a little better than that of Texas, because Texas was farther off.

In a country where one-half of the population watched the other half to keep it from running away, but little sound growth could be rationally expected.

Then came the war of 1861. How it arose has not yet been rationally explained, and how it was conducted is a still darker problem. In how far it was, on either side, a war for a great principle, honest men may honestly differ in opinion.

Whether the policy of the Federal Administration guided the war or the war gave the Administration a policy, are questions to be referred to someone.

A hair's-breadth north and northwest side. It is morally certain that but for the tremendous outside pressure of the civil war, Lincoln's administration would not have held together six months.

But, leaving those general questions

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where they belong, attention must be given to the influence of the war on Southeast Missouri.

And here, unless all facts are at fault, when we have detected the butcheries that grew out of feuds and personal spite, and the contests arising between those who had property and those who had none, there will be but little war left.

The men who went to war on what they really regarded as principle, entered into the regular army, on the one side or the other, and fought the quarrel out to death or the end.

Compared with the whole population actually citizens of Southeast Missouri, on the 1st day of January, 1861, comparatively few entered the regular army on either side.

Taken altogether, this section of country probably touched bottom about the 1st of January, 1861. The war was a benefit. It rid the country of some of its irresponsible population by mutual slaughter. It developed other until the authorities knew what to do with them. Others who had been borderly before having undergone the rough experiences of the war, finding that the way of the transgressor is hard, became civil men, and others left the country.

The next influence to be noted, is that of the emigration, which, coming west, has been deflected southward. This is to be divided into two classes: Those who came with a view to make here a bona fide home and share the lot of the country; their influence is steadily for good. The other class came here to make a fortune out of the ignorance or necessities of the country, and spend it elsewhere; their influence is only evil, and that continually, and it is a cause of congratulation that, although they may try once in a while to galvanize an excitement to life, their time is about out here.

The last thing to be noticed is the influence of the panic of 1873. This being an iron panic, bore heavily on Southeast Missouri; but, by shutting down furnaces, it scattered a great deal of that promiscuous population which naturally draws around such places. Some of it went to Texas,

where work was abundant and wages good; others obtained land here, and went to farming. So that the country was really richer in 1876 than in 1872. Taken altogether, it may be safe to say that Southeast Missouri is quietly and steadily going on the up-grade.

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